

Sept. 22, 2005

FR: Richard J. Oba

TO: Lt. Eric Allen, USCG

RE: Maintenance Logs for SYDNEY MAE II

As the original maintenance logs went down with the SYDNEY MAE, I have been requested by Lt. Allen to reconstruct as to the best of my memory the maintenance on the SYDNEY MAE II.

The SYDNEY MAE II was purchased by Richard Oba in St. Petersburg, FL in 1997. At that time she was powered by Cummins VT-903 M-1 diesel engines rated at 380 hp. coupled to Twin Disc MG-507 1:1.5 ratio reduction gears. She was equipped with a tuna tower with a separate hydraulic helm at the time of purchase but was removed later.

In 2002 she was repowered at Reedsport Machine Shop with CAT 3126TA engines rated at 420 hp. Serial No. 8NM 0935 Starboard and 8NM 2256 Port. Originally the engines were installed with OEM Twin Disc 5061 transmissions but were replaced in the winter of 2003 with new ZF 280-A transmissions at 1:1.5 ratio with trolling valves. These engines were purchased used with representation that they had low engine hours. At the time of the accident, the engines had approximately 2100 hours on them since installation and were running in good order.

The powertrain was maintained by Richard Oba, master of the vessel. His pre-trip inspection was to check the engine oil dipstick for level and the freshwater cooling tank for height. The engines did not consume oil. The engine oil was regularly changed at the 250 hour recommended maintenance schedule. The engine oil was sent to Peterson CAT for analysis. A copy of a recent report is attached.

Raw water impellers were replaced as needed or yearly, aftercooler manifolds rodded, inspect turbos and routine maintenance on the engine cooling system. Oba filed a 2692 on a broken portside shaft this summer. On July 4, 2005 on a salmon fishing trip, the port shaft broke approximately 6" from the coupler to the transmission. As the SYDNEY MAE lost propulsion to one shaft, the USCG recommended filing a 2692 on the incident. The SYDNEY MAE did not require any assistance to return to port. Later in the summer on July 22nd, Oba noticed that the port transmission was slipping and removed it for repair. Apparently the strain from the broken shaft had damaged the transmission clutches. On a trip this summer the starboard engine had a turbo failure that was fixed by Oba upon return to port.

Pacific Pioneer Charters LLC, has an account with North Bend Peterson CAT for parts and service for the SYDNEY MAE. In 2005 Peterson CAT was requested to perform service on the SYDNEY MAE to check for poor performance on the port engine. On August 16th Oba requested that Peterson CAT "run the rack" on the port engine. A broken injector spring was found and replaced during the tuneup.

The SYDNEY MAE was steered by Hynautic hydraulic steering coupled to a Raymarine ST-7000 type 2 autopilot with a separate ST-5000 remote station located on the cockpit bulkhead. The steering system was a pressurized system with a reservoir-valve in the lazarette. Pumping the reservoir with a bicycle pump creates the pressure.

The SYDNEY MAE had a number of GPS navigation devices onboard. A Garmin 12XL handheld for course and speed determinations, a Garmin 2010C for chartplotting, a lower station Garmin 182C for chartplotting and tracking while fishing. The bridge helm station had a Raytheon V-780 color depthfinder, A Raytheon 48 mile R-21X radar, Standard Horizon fixed mount VHF, Radio Shack waterproof CB radio and a Standard Horizon LH-5 loud hailer. All were in working order at the time of the accident. The Garmin 2010 and 182 had recent versions of West Coast charts loaded in them. While tuna fishing, Oba would regularly listen to the 1100 hour Notice to Mariner broadcast from Sector North Bend.

RECEIVED

SEP 22 2005

PREVENTION DEPARTMENT
SECTOR PORTLAND, OREGON